

**REVISED EXHIBIT 5  
JUNE 15, 2021  
PUD CONDITIONS**

**The Trails Planned Community PUD is subject to the following conditions. These conditions control over the Written Description and the Site Plan and may only be amended through a rezoning. The below conditions are incorporated into the legislation approving The Trails Planned Community PUD, as if they are set out in the body of the legislation:**

1. **The total number of dwelling units in the Rural Residential Land Use Category shall be 4,856 dwelling units subtracting existing 611 dwelling units leaving 4,246 dwelling units to be developed in the Rural Residential Land Use Category.** Residential development not connected to JEA water and sewer shall be limited to 1 unit per acre.
2. No more than 60% of the total number of dwelling units described in #1 above shall be developed in accordance with RMD-A.
3. End units on Townhomes shall be twenty-five feet (25') wide.
4. There shall be a thirty foot (30') wide natural landscaped buffer along Forrest Trail Road. This natural buffer may be supplemented with additional plantings. **There shall be no driveways on Forest Trail Road.**
5. Multi-family uses and Townhome Lots shall be permitted in Section IV.B. Residential uses shall not be the sole use across all commercial categories and shall not exceed eighty (80) percent of the commercial categories depicted on the Site Plan.
6. The area along the west side of Solomon Road is labeled Solomon Road Tract on the Site Plan ("The Tract"). The Tract consists of approximately eighty-nine (89) acres, both in uplands and apparent wetlands, and has approximately 4,300 lineal feet of frontage on Solomon Road.
  - a. The Tract is bisected into north and south portions by an easement in favor of Southern Natural Gas Company ("Easement"). The Easement runs in a northeasterly direction along the southern boundary of "Park 6" as labeled on the Site Plan.
  - b. Development within The Tract will be limited as follows:
    1. North of the Easement

A tier of up to six (6) rural-oriented estate lots of a minimum 2.5 acres in area and nominal lot depth of approximately 396' will be permitted immediately adjacent to and fronting the right of way of Solomon Road.

Stormwater conveyance facilities may be constructed west of the residential lots and within The Tract.
    2. South of the Easement

A first-tier of up to nine (9) rural-oriented estate lots of a minimum 2.5 acres in area and nominal lot depth of approximately 396' will be permitted immediately adjacent to and fronting the right of way of Solomon Road.

- c. Other acreage within The Tract, consisting of approximately twenty (20) acres of apparent uplands lying to the west of the first-tier lots and south of the Easement, can be developed into lots having a minimum of two (2) acres in area and a nominal lot depth of approximately 350'. Such lots may be accessed by a marginal street built to private roadway standards, or in accordance with the Subdivision Regulations of the City, at the preference of The Trails owners ("Applicants"). This twenty (20) acre area can also be used for master stormwater treatment facilities, buffers, public recreation facilities, lake creation projects and other non-residential uses.
- d. Development Standards in The Tract
  1. No through-access from any future subdivision to the west of The Tract will be allowed across or through The Tract to intersect with Solomon Road.
  2. Individual driveways for up to fifteen (15) developed lots adjacent to Solomon Road shall be permitted by right, although shared driveways between lots are preferred and allowable where feasible.
  3. Driveways shall be permitted to each home on Solomon Road.
  4. There shall be a minimum two hundred feet (200') between each driveway.
  5. Shared driveways between two (2) adjacent landowners shall be permitted and exempt from the driveway spacing requirement.
  6. Driveways connecting Solomon Road to individual lots will have properly permitted drainage culverts installed. Natural or engineered drainage in the right of way ditches of Solomon Road shall not be altered.
  7. Rear-access marginal driveways may be permitted in two locations, one north of the Easement and one south of the Easement, as graphically shown on the PUD Site Plan, but may not connect to developments or neighborhoods to the west of The Tract.
  8. Lots fronting on Solomon Road shall have a minimum front yard setback of fifty feet (50') from the right-of-way.
  9. Internal lots, other than first-tier lots shall have a minimum front yard setback of forty feet (40') from the front lot line.
  10. Minimum side yards and rear yards for lots located in The Tract shall be twenty-five feet (25').
  11. All lots exceeding two (2) acres in area may keep horses at a carrying-capacity of up to one (1) horse per acre.
7. Sidewalks along Solomon Road and Forrest Trail Road while permitted, shall not be required. **However, if sidewalks along Solomon Road and Forest Trail Road are not constructed,** applicants may, in their discretion, construct:
  - a pedestrian trail along the Easement; or,

a pedestrian trail along Old Gainesville Road; or,

a pedestrian trail at some other location, as approved by the City Planning and Development Department (“P&DD”); or,

any combination of the above, including sidewalks along Solomon Road and Forrest Trail, as approved by the P&DD.

Nothing in this condition requires Applicants to spend more than they would have been required to spend to construct sidewalks along Solomon Road and Forrest Trail Drive.

8. It has been determined that certain private properties located downstream of The Trails project have been subjected to periodic flooding, despite The Trails meeting stormwater retention requirements of all permitting agencies. In an effort to protect property and personal safety in downstream drainage basins, the Applicants and subsequent developers of land within The Trails will adhere to drainage designs and calculations that are based upon pre vs post volumetric stormwater management versus pre vs post peak flow rate stormwater management. Such calculations will be submitted to the Chief of Development Services during the normal Ten-Set Plans Review. Development Services will coordinate such drainage review with Public Works, as needed, prior to release of plans for construction by the developer.
9. Applicants are responsible for mitigating appropriate transportation impacts as identified in the SR 228/Normandy Boulevard Corridor Analysis conducted by Alfred Benesch & Company, April 2021. As a result, the following conditions are proposed:
  - a. The Florida Department of Transportation (“FDOT”) has approached Applicants to acquire a tract of land parallel to the southern right-of-way line along Normandy Boulevard (SR 228) to create a two hundred foot (200’) wide right-of-way corridor. The Applicants agree to not build within two hundred feet (200’) of the northern right-of way line along Normandy Boulevard (SR228), approximately one hundred forty feet (140’) south of the existing Normandy Boulevard (SR 228) right-of-way, without the prior consent from FDOT, for five (5) years after the approval of the PUD. The purpose of this condition is to provide FDOT time to acquire (and potentially take) the right-of-way necessary from Applicants to accommodate the future widening of Normandy Boulevard (SR 228).
  - b. Applicants shall provide a Transportation Monitoring Report (“TMR”) every two (2) years to the P&DD and FDOT District 2 Growth Management, commencing in year three (3) after the PUD is approved. The TMR shall be prepared by a Registered Florida Professional Engineer and only after a methodology meeting with the appropriate members of the City Traffic Engineering Division and the City Transportation Planning Division prior to conducting the analysis. The TMR will provide analysis and make recommendations for intersection improvements at the following locations:
    - County Road 217
    - McClelland Road
    - Solomon Road
  - c. The TMR will analyze existing traffic volumes and consider future trips associated with the PUD, set to occur in the subsequent monitoring period. Roadway and/or intersection improvement options will be evaluated for consideration and discussion by and between

FDOT, P&DD and the Applicants regarding mitigating measures. The parties may implement other improvements as agreed upon between P&DD and the Applicants.

- d. Based upon the results of the TMR, and in coordination with the Applicants and P&DD, every two (2) years, the FDOT will identify the need and timing for improvements to be made to roads within the TMR area. The proportionate share for any improvements allocable to the Applicants shall be determined for the intersection of Normandy Boulevard (SR 228) and:
  - County Road 217
  - McClelland Road
  - Solomon Road
- e. Transportation improvements that are the responsibility of the Applicants must be constructed by the time indicated in the subsequent TMR in order to obtain additional building permits from the City.
- f. When a PUD-related roadway improvement project has been identified for an “immediate need” (within three (3) years from the date of the most recent TMR) the Applicants will prepare a Participation Agreement for execution between Applicants, FDOT and the City, that defines: the scope of the proposed work, estimated cost, determination of proportionate impacts (pursuant to the most recent TMR), funding arrangements, and the timing of future improvements. At the time the improvement is needed, and if insufficient public funds are available to fully-fund the improvement, the Applicants may fund 100% of the improvement and will receive a proportionate credit towards future Mobility Fees due. Total credit for required improvements shall not exceed \$3,384,720.
- g. Applicants will enter into a MFC within one hundred eighty (180) days of adoption of the PUD in order to codify the Mobility Fee obligation and schedule of payments. The Mobility Fees from the PUD shall be utilized for the widening of Normandy Boulevard (SR228).
- h. The requirement for a TMR every two (2) years can be waived by mutual agreement of the P&DD and the Applicants, for a specified period, for good cause shown.
- i. The TMR requirement shall be terminated when all of Applicants’ required improvements have been constructed.
- j. Additional traffic studies may be required for proposed developments off of Normandy Blvd in this PUD at the discretion of the Chiefs of the City of Jacksonville Traffic Engineering Division and Development Services Division.
- k. Any sites accessing Normandy Blvd shall be permitted through FDOT.